



**Public Ledger**  
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**THOMAS A. DAVIS,**  
EDITOR AND OWNER.  
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**TO ADVERTISERS.**  
Advertising rates uniform and reasonable and made known on application at the office.  
Subscribers who fail to get the Ledger regularly will receive a notice by registered mail at the first of the month.  
**WE'RE FOR AMERICANS!**

The Editors of The Carlisle Mercury and The Lexington Herald—one a Silversite and 'other a Goldbug—are throwing back number eggs at each other, despite the recently-enacted law on the subject. Don't, boys, don't.

The State Senate killed the bill compelling County Judges to appoint election officers, as recommended by party committees. Now if somebody would kindly kill a large part of the State Senate the people would join in thanksgiving and prayer.

SUITS have been filed by the Banks of Louisville asking that the state be restrained from collecting taxes from them under the recent decision of the Court of Appeals. All the Banks and Trust Companies in the city except the Bank of Kentucky and the Bank of Louisville are plaintiffs in the suits.

SECRETARY GAGE of the Treasury Department has commenced the work of removing offensive Democratic officeholders—and if such foolishness as now goes on at Frankfort proves to be catching, four years hence a Democratic Secretary will be busy removing offensive Republican officeholders.

MR. GROSVENOR has introduced in Congress a bill "to declare the intent and scope of the Civil Service Law." That seems superfluous, as the most ordinary mind recognizes that the "intent" of the Law, as spread out by Mr. CLEVELAND, is to fill all the offices with Democrats—and keep them there—while its "scope" has scooped everything in sight.

THE LEDGER has printed already considerable matter concerning the Black Diamond System of Railways, projected by Colonel ALBERT E. BOONE, and it proposes to print considerably more. The line from Columbus to Aberdeen is one of prime importance to Mayville, as its construction will certainly insure the building of a bridge across the Ohio at this point. Colonel BOONE writes THE LEDGER that he will be in Mayville about the 10th of May to lay his plans before our people.

W. F. SCHOOLER, Editor of The Morehead Advance, has officially announced his candidacy for the Republican Legislative nomination in the District composed of Rowan and Bath counties. Brother SCHOOLER is young in the business. When he has given the best part of his life to the newspaper business he will discover that politicians have no use for an Editor except when they themselves are candidates for office. Then the Editor must whomp 'em up day and night, without money and without price.

An infant son of Mr. Jack Moore of Fernside died Sunday.  
Mr. E. H. Nesbitt has moved into his new home on Forest avenue.  
Teeth extracted without pain. Dr. J. W. Cartmell, over Harry Taylor's.

**Gifted That Way.**  
Indianapolis Journal.  
"It is dead easy," said he. "I rode all right the very first time, and have never had a fall yet."  
"Oh, of course," said the girl, who had been practicing "this-is-so sudden" before the mirror for more than six months. "It is out of the question for one to expect you to ever take a tumble."

## Two THOUSAND MILES

Of Steel Trunk Lines Projected in the Interest of the Coming Low Grade Railway System of This Continent by Colonel Albert E. Boone of Zanesville, O.

All lines laid out with a special object in view, viz: To develop the mines of raw materials in the country traversed, and to find a market for them.  
All coal roads except the lines in Indiana, North Carolina and Georgia. The two latter roads, however, will be great mineral producers for such as marble, granite, copper, sulphur, talc, iron ores of all kinds, corundum, kaolin and manganese. In addition to passing through oceans of hard wood timber.  
The Black Diamond Lines will connect Lake Erie at Fairport Harbor, Ohio, with

the sea at Savannah, Ga., distance via Portsmouth, O., Knoxville, Tenn., Frankfort, N. C., and Augusta, Ga., 1,045 miles, or only thirty miles farther than from Chicago via Indianapolis and Knoxville, Tenn., to Savannah, which distance is 1,015 miles—304 miles of the latter distance being a portion of Black Diamond mileage.  
The Black Diamond system of railways is destined to be a great coal system. It will touch the Atlantic Seaboard. It will have its own lines into Pittsburgh, Wheeling, Cockburn, Mayville, Zanesville, Indianapolis, Louisville and Cincinnati.

It will cross out all Trunk lines East of the Mississippi, any one of which will be glad to an interchange of traffic.  
It will be built upon a maximum grade, not in excess of sixty-six feet to the mile, thereby enabling it to transport its traffic at rates no other railway corporation could afford to make, should an attempt be made to destroy the Black Diamond in its infancy by reducing rates to actual cost of doing the work. This is the plan the other corporations already adopt to cripple or place at their mercy a new railway enterprise.

## 1897.

### BOONE'S BLACK DIAMOND SYSTEM OF RAILWAYS

IN THE STATES OF—  
Georgia, Indiana, Kentucky, North Carolina, Ohio, Pennsylvania, Tennessee and West Virginia.

**Indianapolis, Indiana, to Big Creek Gap (Lafollette P. O., Tenn.) 322 Miles.**  
The Indianapolis, Indiana and Tidewater Railway Company is designed to connect the Ohio river, opposite Columbus, Ky., via Westport, Indiana, with Indianapolis, Indiana, distance 80 miles.  
The Ohio River, Central Kentucky and Tidewater Railway Company is designed to connect the Ohio river at Columbus, Ky., via Frankfort, Cumberland Falls to the Narrows, three miles east of Jellison, Tenn.; distance 215 miles.  
The Ohio River, Knoxville and Tidewater Railway Company, chartered to connect Kentucky and North Carolina boundary lines via Knoxville, Tenn., with branch line from Big Creek Gap to Kentucky line, northeast towards Pineville, Ky. Distance—Jellison Narrows to Big Creek Gap 48 miles, Big Creek Gap to North Carolina line 112 miles, and Big Creek Gap to Kentucky line 28 miles. Total mileage 186 miles.  
Total distance Big Creek Gap, Tenn., to Big Creek Gap, Tennessee, 322 Miles.  
**Columbus, Ohio, to Big Creek Gap (Lafollette P. O., Tenn.) 352 Miles.**  
The Columbus, Ohio River and Tidewater Railway Company, chartered in three divisions: THE SEABOARD DIVISION—Columbus to Portsmouth, Ohio, on the Ohio river, distance 90 miles. THE C&A, AND THE DIVISION—Columbus to New Plymouth, Ohio, on the Black Diamond Belt Line distance 78 miles. THE OHIO RIVER DIVISION—Columbus to Aberdeen, Ohio, opposite Mayville, Ky., distance 160 miles.  
The Ohio River, Eastern Kentucky and Tidewater Railway Company is designed to connect the Ohio river, opposite Portsmouth, Ohio, via West Lake Erie, Ohio, to Kentucky line, distance 112 miles.  
Total distance Big Creek Gap to Kentucky line, 28 miles total mileage 422 miles.

**Big Creek Gap, Tenn., to the Sea at Savannah, Georgia, 482 Miles.**  
The Ohio River, Franklin and Tidewater Railway Company, designed to connect Tennessee and Georgia boundary lines via Franklin, N. C., distance 77 miles.  
The Ohio River, Augusta and Tidewater Railway Company, designed to connect the North Carolina boundary line with the Atlantic Seaboard at Savannah, Ga., via Augusta, Ga., distance 203 miles.  
(See Ohio River, Knoxville and Tidewater for distance from Big Creek Gap to boundary line of North Carolina line, distance 112 miles.)  
Total distance Big Creek Gap, Tenn., to Savannah, Georgia, 482 Miles.  
**Pittsburg, Pa., to Portsmouth, O., via McKeesport, Waynesburg, Pa., and Marietta, O., 260 Miles.**  
The Pittsburg, Pennsylvania and South Atlantic Railway Company, designed to connect Pittsburg and West Virginia boundary line, 78 miles, with a mileage in the State of Pennsylvania for branch to Wheeling, W. Va., 20 miles, distance 98 miles.  
The Wheeling, West Virginia and South Atlantic Railway Company, designed to connect Pennsylvania boundary line and the Ohio river, either at New Martinsville, 28 miles, or at R. Marys, W. Va., 60 miles, with a mileage in the State of West Virginia for branch to Wheeling, W. Va., 20 miles. Total mileage not less than 48 miles, or in excess of 70 miles.  
Total distance from Pittsburg, Pa., to Portsmouth, Ohio, via New Martinsville, W. Va., is Pennsylvania 75 miles, West Virginia 25 miles, Ohio 100 miles, total distance 200 miles.  
Total distance from Pittsburg, Pa., to Portsmouth, Ohio, via R. Marys, W. Va., is Pennsylvania 75 miles, West Virginia 25 miles, Ohio 100 miles, total distance 200 miles.  
The Southeastern Ohio Black Diamond Belt and Terminals Railway Company, chartered to embrace the coal and iron fields of Southeastern Ohio, commencing at Portsmouth, O., via Sciotoville, Jackson, Wellston, Ashland, New Plymouth, Cincinnati, Albany, Pomeroy, Middleport, Gallipolis, Cosgrove, opposite Ashland, Ky., Ironton to Sciotoville, a circuit of 200 miles.

**WITH CONNECTING TERMINALS:**  
Athens to Zanesville, Ohio, via McDonsville, 76 miles.  
Pomeroy to Piquetteville, Ohio, 102 miles, opposite New Martinsville is 92 miles, opposite R. Marys is 67 miles.  
Gallipolis to Portsmouth, Ohio, 80 miles.  
Cosgrove, opposite Ashland, Ky., via Jackson, to Chillicothe, Ohio, 75 miles.  
McArthur to Columbus, Ohio, 78 miles.  
Portsmouth to Aberdeen, Ohio, opposite Mayville, Ky., 50 miles.  
Wellston, via Waverly, to Hillbottom, Ohio, 75 miles.  
The Lake Erie, Ohio and South Atlantic Railway Company, chartered in three divisions, viz: THE OHIO VALLEY DIVISION—Athenion, Ohio, via Manchester, Portsmouth, Jackson, Wellston, McArthur, New Plymouth, Cosgrove, Albany to Zanesville, Ohio, distance 128 miles.  
THE PITTSBURGH COAL DIVISION—McDonsville, McDonsville, Muscille, Cumberland, Lone City, Washington, Winterest, Ashland, Piquetteville, Cincinnati, Bergholtz, to Yellow Creek, Ohio, distance 128 miles.  
THE LAKE ERIE DIVISION—Jewett, Carrollton, Canton, Ravens, Chagrin Falls and Painesville to the mouth of Grand river, Fairport Harbor, Ohio, distance 128 miles. Total distance 400 miles.

RECAPITULATION OF MILEAGE.	
Indianapolis to Big Creek Gap, Tennessee.....	322
Columbus to Big Creek Gap, Tennessee.....	352
Big Creek Gap to Savannah, Georgia.....	482
Lake Erie Outlet—Aberdeen, O., via Portsmouth to Fairport Harbor.....	434
Pittsburg to Portsmouth, O., via Waynesburg, Pa., and Marietta, O.....	260
To complete the Black Diamond Belt and link between Pomeroy and Athens, Ohio, 35 miles, and Gallipolis via Cosgrove and Ironton to Sciotoville, 75 miles, total.....	110
Total Mileage, embracing eleven companies, traversing eight States.....	2000

Distances via the Black Diamond Lines.	
Pittsburg, Pa., to Savannah, Ga.....	995 Miles
Wheeling, W. Va., to Savannah, Ga.....	710 Miles
Columbus, Ohio, to Savannah, Ga.....	834 Miles
Indianapolis, Ind., to Savannah, Ga.....	804 Miles
Portsmouth, O., to Savannah, Ga.....	785 Miles
Kentucky Line—Jellison Narrows to Savannah, Ga.....	500 Miles
Big Creek Gap, Tenn., to Savannah, Ga.....	482 Miles
Knoxville, Tenn., to Savannah, Ga.....	450 Miles

**GENERAL OFFICES, Knoxville, Tennessee.**  
GENERAL MANAGER'S OFFICE, 101 South Sixth Street, Zanesville, Ohio.  
ALBERT E. BOONE, General Manager.

**COLONEL BOONE'S RESPONSIBILITY.**  
As THE LEDGER will continue from time to time the publication of Colonel Boone's plans for building a much desired railway connection between Mayville and Columbus, it will be well for readers to know something of the man who has never yet failed to carry out his promises. We have room today for one testimonial only, but there will follow others from no less personages than President McKinley, Secretary Sherman and Senator Foraker.  
No higher tribute could be paid to any public promoter than the following:  
McCONNELLEVILLE, O., September 27th, 1894.  
To whom it may concern: I became acquainted with Colonel A. E. Boone about 1880, and since then have known him in his very arduous undertaking affecting public interests in our city and vicinity. When he first appeared in our city he was a devoted and accomplished very considerable improver in our mail and stage facilities, which he followed up with long, persistent and successful efforts in building a railroad along the Muskingum Valley in Ohio. The construction of a railroad along the Muskingum river did not carry with it any specially difficult engineering features, but as it had to be built alongside of a river having slack-water navigation, on which steamed some of the finest sternwheel boats, and as the people of this valley had been carried by this kind of transportation from the cradle up, it disheartened those who had tried before to secure the land for the right of way for a railroad. Not so with Colonel Boone.  
He came to our valley unheralded, and without any railroad experience, and said to us: "I have come to build you a railroad, and shall stay until it is done." Everyone smiled, expecting only to see Colonel Boone abandon the task he had undertaken; but undaunted by rebuffs of the landowners and the abuse of the steamboatmen, he drugged stout from house to house for the best part of two years, pleading and begging our people to sign his contracts giving his railway corporation the right to purchase the land actually needed on which to construct a railroad, telling all,—and in fact at last educating our people to believe,—that our only hope for the future was a railroad along the Muskingum Valley, citing as his authority the census, which showed we had fewer people in Morgan county in 1880 than we had in 1860, after the lapse of twenty years.  
This fact soon became convincing, and a few days before Christmas, December 25th, 1885, nearly two and a half years after the survey was started, the first pick was put in the earth to build the Zanesville and Ohio River Railroad.  
In giving these details, I do it solely to show to those who join Colonel Boone or invest in any of his enterprises that there will be no failure if he is given the proper support.  
I give it as my opinion that success cannot but attend any work Col-

onel Boone assumes the management of Respectfully,  
JAMES K. JONES,  
President First National Bank, McConnelville, O.

[The next article will give a short sketch of: Colonel Boone, with such further testimonials as to his responsibility and the merit of his enterprises that cannot be doubted.—ED. LEDGER.]

Full line of Trimmed Millinery now be shown by Mrs. L. V. Davis, Zweigart Block.

Mr. Riley L. Walker and Miss Frankie Duncan, both of this county, will be married at Mayfield, Wednesday.

John A. Sroufe has qualified as Administrator of the late Catharine Tabb, with J. S. Wilson and C. T. Biggers as sureties.

**\$100—Reward—\$100.**  
The reader of this paper will be pleased to learn that there is at least one dread disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly on the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient relief from the cause. The constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address,  
J. C. Watson & Co., Toledo, O.  
Sold by druggists, 75 cents.

**The Most**  
**for Your Money!**

**The Way to Win Success!** in anything is to keep everlastingly at it. This is true whether you want to.....

**REACHING THE PUBLIC**  
THE OLD METHOD  
ye Crown Crier  
THE NEW METHOD  
AN AD IN THE  
PUBLIC LEDGER

**Reach the People Who Buy Goods!** through an advertisement in a good newspaper or card a living some other way. People need to see each other a great many times before forming friendships, and it is much the same with advertisers and their readers. Therefore, it is

**Not by Fitful Advertising!** that an immense business is built up. This paper has readers who read other papers. Seeing your advertisement.....

**In The Public Ledger!** as well as in other papers, will give its readers confidence in you. More confidence means more business. This paper has readers, too, who read no other, for in taking THE LEDGER, they receive a paper which contains the best local and foreign news, and altogether more good reading matter

**EVERYBODY READS THE PUBLIC LEDGER**

than can be found in any of the smaller papers of this section, and at a price just the same as that paid for the smaller dailies.....

**Any Business Man!** who has laid the foundation of business success by advertising in THE LEDGER or any other newspaper, knows that he did it, not by occasionally inserting an ad, and then waiting to see what happened, but by keeping everlastingly at it.....

**Begin Now!** to make the year 1897 the most successful one of your business career by placing your ad. in a paper where it will reach the largest number of people, and thus give you the most satisfactory returns for your investment. You can find

**No Better Medium Than The Ledger!**



Ret Sleeping-car and Day Coaches, Cincinnati to New Orleans, through Memphis, without change.	Peoria, Terre Haute and Mattoon .....	ds:30 a.m.	dt:40 a.m.
	Terre Haute and Mat.	dt:45 p.m.	ds:00 p.m.
		*12:40 p.m.	*3:15 p.m.

For detail information regarding rates, time on connecting lines, Sleeping, Parlor, Dining-cars, etc., address J. M. Chebrough, General Passenger Agent, or G. B. Warfel, Assistant General Passenger Agent, Cincinnati, O.

For full information as to rates, apply to THOMAS A. GARRIGAN, Southeastern Passenger Agent, Huntington, W. Va., or D. B. MARTIN, Cincinnati, O.

